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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT Comments on a Transportation Article Appearing
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1. The 4 Jun 53 issue of Izvestiya carries an article entitled "Utilization of Small Rivers". This article states that the Chief Directorate for the Transport Utilization of Small Rivers in the RSFSR Ministry of Highway Transport unites 47 oblast directorates (The RSFSR contains 47 oblasts and six krai) which service 25 thousand kilometers of water routes on small rivers. Annually, 8 million tons of various cargoes and several million passengers are transported on these rivers. For 1953 it is planned to render navigable an additional thousand kilometers of water routes in the Tomsk, Tyumen, Omsk, Kemerovo, and Leningrad oblasts as well as in the Altai Krai.
2. In 1953, the first use is being made, by the Chief Directorate, of cranes for uprooting trees and small suction dredges which can be placed on trucks and easily hauled. This machinery will help maintain navigable conditions on small rivers.
3. The Krasnoyarsk and Kashira shipbuilding docks have organized mass production of shallow-draft cutters designed by Mikhail Dmitriyevich Khrennikov. Each of these docks is capable of producing 12-15 such cutters annually. Engineer Khrennikov, assisted by builder Potvitsin and Chief of the Technical Control Division Vitkovskiy, (all of the Krasnoyarsk Shipbuilding Dock) built a special shallow-draft cutter with a water-jet-type motor in the summer of 1952. The cutter is about 12 meters long, 2.5-2.8 in breadth, draws 35 centimeters and attains a speed of 15-17 kilometers an hour. The cutter's bottom is like a sleigh with broad runners. These cutters are very maneuverable, being able to execute turns where it would be impossible for ordinary propeller-type cutters

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to do so. The propelling mechanism of the cutter is placed within the hull, while the steering apparatus is on the surface of the water. The vessel is propelled by a powerful stream of water ejected astern. This stream of water can be utilized to free another vessel from a sand bank by washing out the bottom from under it. Water in the cutter proceeds through a conduit to a pump from whence it goes through the steering apparatus and is hurled out with great force through a pressure pipe. The cutter has been given the trademark "MBKKh" (Melkosidyashchiy Buksirnyy Kater Khrennikova - "Khrennikov Shallow-draft Tug Cutter"). In rivers where timber is floated downstream, the cutter can travel on the logs, while in fishing beds it can go along the surface without snagging the tops of the nets.

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4. The article further states that along with rendering the rivers navigable, the Chief Directorate is also constructing the Rassyukhinskiy, Morshanskiy and Gorel'skiy hydroelectric centers. As a result it will be possible to go from Tambov to the Oka River using an all-river route.
5. Concerning the Chief Directorate for the Transport Utilization of Small Rivers [REDACTED] before the Government Decree on the reorganization of the ministries, there existed an organization attached to the RSFSR Council of Ministers called "Glavrechtrans" (Chief Directorate for the Transport Utilization of Small Rivers). Additionally, there was a Chief Highway Directorate attached to the RSFSR Council of Ministers and the RSFSR Ministry of Auto Transport.
6. This article and others which have appeared in the Soviet press make it possible to conclude that ministries and chief directorates in union republics were also reorganized as a result of the new law reorganizing ministries of the USSR. For example the three organizations mentioned above have been united into the one RSFSR Ministry of Highway transport which includes:
 - (a) Chief Directorate for the Transport Utilization of Small Rivers;
 - (b) The Chief Highway Directorate;
 - (c) The Chief Directorate for Automotive Transport.

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